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Hongkong Daily Press.

ESTABLISHED 1857.

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PER DOZEN ... \$8.00
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No. 13,897 號 第 十 九 百 七 十 三 號 第 日 式 初 月 玖 年 捌 十 二 結 光 HONGKONG, FRIDAY, OCTOBER 3RD, 1902. 伍 拜 禮 號 叁 月 十 年 貳 零 百 九 仟 壹 英 港 香 PRICE, \$2 1/2 PER MONTH

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Hongkong, 1st October, 1902.
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TIME TABLE

WEEK DAYS

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

SUNDAYS

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

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Hongkong, 1st October, 1902.

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EMPORIUM.

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Establishment is always leading in this respect.
We are Agents for the famous "NEW"
"BOY" and "HONGKONG" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
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Hongkong, 4th April, 1901.

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PORTLAND CEMENT.

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"Illustrated London News" Special ... \$1.75

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ESTABLISHED IN LONDON IN 1815.

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SUPERB OLD COGNAC,

\$23.75 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

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THE "PALL MALL,"

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

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THE POPULAR

JAPANESE LAGER BEER

PER CASE 8 DOZEN PINTS ... \$15.00

4 DOZEN QUARTS ... \$12.50

SOLE AGENT—

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Hongkong, 1st October, 1902.

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HATTERS. FOR HOSIERS.

EVENING DRESS SHIRTS, WHITE TIES,

BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,

CAPS, AND TAM O'SHANTERS.

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PARTY STATEMENTS."

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STONE GINGER BEER.

WATKINS, LD., HONGKONG.

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UNITED ASBESTOS COMPANY, LTD., LONDON,

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"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

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WINE AND SPIRIT MERCHANTS.

13, QUEEN'S ROAD.

Hongkong, 3rd October, 1902.

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PHOTOGRAPHY in all its Branches.

Groups and Interiors a Speciality.

Large Selection of Views.

TOP STORIES, 41 & 43, QUEEN'S

ROAD CENTRAL, Hongkong.

Hongkong, 22nd April, 1902.

NOTICE.

THE undersigned's Resignation was

in the hands of the Equitable Life

Assurance Society of U.S.A., last month. His

connection with the Society is finally closed.

A. KIENE.

Hongkong, 19th September, 1902.

M. CHADWICK KEW

DENTAL SURGEON.

No. 30, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 19th March, 1902.

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Extra Dry (Green Seal)

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Sole Agents.

Hongkong, 17th May, 1905.

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THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager.

20, Des Voeux Road.

Hongkong, 18th June, 1902.

"PEKING AND TIENTSIN

TIMES."

DAILY EDITION.

NOTICE IS HEREBY GIVEN that on

or about 1st OCTOBER, 1902, the

"PEKING AND TIENTSIN TIMES" will be issued

DAILY as well as weekly.

The Daily Issue will be Crown size of 8 or

41, Centre Street and Nos. 50 to 58, First Street. He did not know when the houses in First Street were built. Pan Chan was the agent for the owners of the houses. The houses in Centre Street were closed by order of the Sanitary Board on 15th April last. Pan Chan made arrangements to have them pulled down and rebuilt. The cost of all the houses was \$255 per month, which was paid along with the taxes. Pan Chan engaged Tak Koo to pull down and rebuild the old houses in Centre Street, and Tak Koo in turn engaged Mr. Hazeland as architect. Witness did not see Mr. Hazeland at the house, nor any other European. On 20th July, at 1 p.m., witness was informed of the collapse, and immediately went to view No. 58. He found that the western wall had fallen, both inwards and outwards, on the first floor kitchen. Witness saw the house on 20th July, but did not then notice the western wall, so that he could not say whether or not it was shored up. At that time the western wall of No. 58 had already been taken down; there were a lot of pine poles about, but witness did not know if they were the shoring of No. 58. As to the collapse, witness was of opinion that it was caused by the heavy rains loosening the joints of the kitchen. The roof was still standing.

Mr. Dennis—And do you say that, with the roof still standing, unsupported on its western side, the rain penetrated to the floor underneath?—I don't mean the rain only; I mean the water used in the house.

P. C. Crisp, Inspector of buildings, P.W.D., said he had never seen the contractor Tak Koo before, and he had never seen witness go to and inspect the houses in the vicinity of the collapse; witness had never spoken to the man, or had any communication with him. It was correct, as Mr. Hazeland, in giving his evidence, had said, that it was witness's duty to inspect all the buildings in the Colony, but he did not remember having inspected No. 58, First Street; he did not think he had, as he had no memo. in his book to that effect. He was acquainted with the locality of First, Second, and Centre Streets, the first time this year, within his memory, that witness went down to inspect in Centre Street, they were pulling down the old houses, which were nearly level with the ground. He went down to inspect thinking they had started the new houses. It was at the end of May or the beginning of June, witness thought, that he went down to Centre Street, in pursuance of instructions from the P.W.D. to inspect the houses in the vicinity of the collapse. He did not see the contractor Tak Koo, nor did he see witness go to and inspect the houses in Centre Street since that time. He did not look at the adjoining buildings, but he saw some shoring, although he could not say exactly where it was. He had visited the houses in Centre Street since that time four or five times.

By Mr. Goldring—Witness, in inspecting the old buildings in the Colony, did not take them in rotation, as it were; he always found a bundle of chits on his desk, and attended to them. He would not usually go to a particular house unless he was specially asked, but sometimes paid such a visit. It was possible that a house could go uninspected for years and years, unless attention was drawn to it, such as by the Inspector of buildings. Lots of houses could be built without inspection, and were so built. In that case the P.W.D. did not know anything about the material used, and sometimes not even the measurements.

Witness—As to mortar, anybody knows they have no proper mortar in the Colony. For one thing, they have no lime.

His Worship—Answer the questions.

Witness—He never measured plans; it was simply impossible for one man to do it. There was an engineer about him now, and witness had either to assist him or the engineer had to assist witness. The two of them had to do the whole of the Colony; ten to fourteen men might be able to get through the work—measure all the plans, and check everything. Witness had not inspected the house in First Street since the collapse; that was Mr. Hazeland's business. Witness did not see any shoring at or notice the condition of No. 58, First Street; there were shoring poles, but he could not say exactly where. He kept a written record of all his visits, and could tell the date of his first visit by looking up his book. Witness could not say how long it took the P.W.D. to answer a notice regarding commencement of work—it might be a week, certainly more than a day. The fact of their being shoring did not necessarily mean that a building was in danger of collapsing. In view of the shoring, and when he visited Centre Street, it was shoring to support some building that was in danger, and he should have looked at them and reported to the P.W.D., but he had no time to do so, owing to the undemanding condition of the P.W.D.

Mr. Dennis—If it was your duty to inspect these shored-up buildings, should you not have done it when you were on the building?—I suppose I ought to have done so, but you might as well say I should inspect every other building I visit.

Mr. Dennis—You have told my friend that you considered it was your duty to inspect all old buildings. You were down there on the ground and saw the shoring—why didn't you then inspect the building?—I had other work to do.

Mr. Dennis—Have you received any instructions, written or verbal, that you are in charge of all these buildings in the Colony—any statement in writing from the P.W.D. or any other authority saying you are in charge of the buildings in the Colony? You have said you are—it is an understood thing. I am Inspector of buildings, and an Inspector of buildings always inspects houses.

Mr. Dennis—In ordinary circumstances, you only inspect these buildings when you are ordered?—Yes, when I get a chit. But I inspect buildings when I am not ordered to do so; it is an understood thing.

Mr. Dennis—Do you consider it your duty, without receiving instructions from anybody, to inspect all these buildings?—Yes, I do, and other people think so as well. My superior thinks so.

H. E. Y. Haggard, recalled, said he was an assistant engineer in the P. W. D., and was at present carrying out the duties of an Inspector of buildings. He was first in Mr. Danby's office when he came to the Colony, and joined the P. W. D. in February 1902. Whilst witness was in London he was assistant district surveyor for East Hamstead, under the London County Council. His duties as Inspector of buildings in Hongkong consisted of going through all plans sent in and referring them to Mr. To, K. P., executive engineer, if anything was wrong with any of them; he had also to inspect buildings, and do other things. Mr. To, K. P., finally passed the plans. Looking at the plan shown him, there was nothing to indicate that there was a house over the covered passage-way between Centre Street and No. 58, First Street. Witness did not inspect the site after receiving the plans, from which he understood that 22 to 41, Centre Street, were to be pulled down. He did not understand, however, that the plans included the pulling down of the west wall of No. 58, First Street, or that No.

58, First Street would be affected by the pulling down of these walls. Witness did not consider that the plan produced showed the position and level of the surrounding ground and buildings, as provided for by Section 69 of the Ordinance. The plan was afterwards amended, but even then there was nothing to put witness under enquiry as to No. 58, First Street. He did not inspect the old buildings in Centre Street before they were pulled down, or give special instructions with reference to No. 58, First Street. He first visited No. 58 on 30th July; he had heard of the collapse on the afternoon of the 29th. Witness described the collapse as he saw it when he visited the place. The collapsed wall had not been solidly built; the bricks were "black," of indifferent quality, badly handled, with big mortar joints, and the mortar was more like powder than mortar. There were some broken shoring-poles were to be seen, and although, in the position in which they had been placed, they would be of some use, they would not have made the wall safe; there should have been extra shoring. If witness's attention had been drawn beforehand to the condition of the wall, he would probably have served a notice to have it pulled down. Portions of the roof, front wall, and floor were still standing at No. 58 at the time of witness's visit on the 30th July; the new buildings in Centre Street were then, he thought, up to the first floor. It was Mr. Crisp's business to inspect the buildings in Centre Street. After the collapse, witness examined the shoring round No. 58—on the 30th—and the poles seemed to be a fair size. The joists in No. 58 were rotten—not very rotten, but pretty bad; unless the wall bulged, however, and left the ends of the joists on the corbelling, the joists were not sufficiently bad to cause the accident. In all old houses the timbers were more or less rotten.

By Mr. Goldring—Witness did not think that a covered passage-way on a plan necessarily meant that there was a house over that passage-way; the passage-way in the present instance was only 6 feet wide. All that was done with plans sent to the P.W.D. was to see that they complied with the Building Ordinance. Witness knew most of the sites in the Colony, but did not know their measurements by heart. The P.W.D. was underrun at present, and if everything that Mr. Goldring suggested was done, they would never get through the work. As matters stood, those in the Department were practically in the hands of anyone who sent in a plan. Regarding the collapsed wall, there were indications in the portion that remained that it was not sound. All three houses, Nos. 52, 54, and 56, were in a similar condition.

By Mr. Dennis—Anyone could send in a plan to the P.W.D., and if it conformed with the Ordinance it would probably be passed. It was not necessary to know the architect.

The enquiry was adjourned till 2.15 p.m. to-day.

POLICE COURT.

Thursday, 2nd October.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

GAMBLERS.

On the night of the 1st inst., Inspector Williamson and a party of police raided a house at 12, Granville Road, Kowloon, which has been for some time under the suspicion of being a gambling resort. These suspicions proved to be well founded, for when the police made their raid they found eight Indians engaged in the illegal game. Six of them belonged to the Hongkong Regiment, and of the remaining two, one was a cook in the I.K.S.B.A. and the other a hawker.

On being brought before his Worship they were all convicted. One of them who had been previously in trouble of a similar nature was fined \$25 with the option of a month's hard labour; the others were each mulcted in \$5 with the alternative of 14 days' hard labour. The money seized when the game was interrupted was forfeited. All the faces were paid.

ASSAULT BY A SOLDIER.

F. Grundy, "C" Company, R.W.F., was convicted of having assaulted Police Sergeant Major Gaggal Singh in the execution of his duty. The complainant stated that at an early hour yesterday morning he heard the defendant in the neighbourhood of Robinson Road shouting for a policeman. He asked the defendant what he wanted and was told that he wanted a chair. Complainant told him to go to Robinson Road and get one there. Defendant then caught hold of witness and shook him, tearing off one of his stripes in the struggle.

Sentence—\$5 or 14 days.

AN OUTLAW.

Fung Lok, a married woman, was sentenced to one year's hard labour for having returned from banishment, she having been outlawed on 4th December, 1898. She was arrested in Yau-mai.

COUNTERFEIT COIN.

On the complaint of Sergeant Morrison, a servant named Mak Ng, 15, Macdonnell Road, was charged with having been in possession of 14 bad 10-cent pieces. The complainant deposed that he discovered the coins in the defendant's box when searching for stolen property. They were lying loose at the bottom of the box.

The defence put forward by the accused was that these coins were an accumulation of bad pieces, of which he was making a collection.

Sentence—Three months' hard labour.

ACID-THROWING AT YAU-MAI.

Leung Sing, plumber, was sentenced to six months' hard labour for throwing a 2-oz. bottle of auric acid upon a woman named Lai Chup with whom he had had a difference. The woman's clothes were buried from her back, but fortunately she herself escaped without serious bodily injury.

ALLEGED MURDER.

Further evidence was heard in the case in which Fung Fui Hing, carpenter, is charged with being concerned in the murder of another carpenter in Caine Road on the 5th ult.

LATEST STEAMER MOVEMENTS.

The C.P.M. steamer *Empress of Japan* arrived at Kobe at 7 a.m. on the 1st inst., and left again at noon same day for Yokohama, where she was due to arrive at noon, yesterday.

The N.P. steamer *Victoria* left Yokohama for Hongkong on the 1st inst.

The N.P. steamer *Glenogle* left Yokohama for Tacoma on the 1st inst.

The "Barber" Line steamer *Hindostan* left New York on the 1st inst. for Hongkong, China, and Japan.

The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 1st inst., p.m., and is expected here on the 6th inst.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday in the Board Room. Present—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. W. Chatham, Director of Public Works; Hon. F. W. Clark, Medical Officer of Health; Mr. C. McF. Messer, Acting Registrar-General; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chupak and Mr. G. A. Woodcock (Secretary).

THE WESTERN MARKET.

A letter was submitted from Mr. A. Gibson, Colonial Veterinary Surgeon, with reference to the stalls of the Western Market. It was couched in the following terms:—"Trade in the Western Market is greatly hampered for want of room, and the supply of pork, vegetable and fresh fish stalls is not equal to the demand. I attach a statement showing for what purpose each stall in the Market is used. Fifteen of the stalls in the Market are used for selling salt fish. The greater part of the salt fish trade in salt fish is done from shops, and as salt fish is not a very perishable commodity, I do not think any great hardship would be inflicted on the lessees of these salt fish stalls if they were compelled to shift their quarters and find shops elsewhere. This would leave a greater room for the sale of those articles which more properly belong to a market for the sale of perishable goods, viz., fresh pork, fish or vegetables, etc. I would therefore recommend that those stalls be no longer let as salt fish stalls, but be let for the sale of fresh fish, pork or vegetables."

The Acting Registrar-General, having been requested by the M. O. H. to state whether he concurred in the recommendation of the C. V. S., minutes as follows:—"I quite agree with the recommendation. I have sold elsewhere than in a market, and the Western Market is in an overcrowded state. By turning out the salt fish keepers they will suffer hardship, so I think that at least three months' notice should be given them to quit. If this plan is adopted, the C. V. S. should state what stalls should be allowed to sell, and in letting out the stalls some effort might be made to cause opposition to the present monopolies."

Mr. Osborne—When we lay this before the Government, sir, we should also, I think, draw the attention of the Government to the fact of the Food Commission which enquired into this matter and one of the recommendations of which was that the sale of dried provisions and canned provisions should be prohibited in the markets, thus making room for fresh provisions. I am not aware that one single recommendation of the Commission has ever been carried out, but I think it might be as well to draw the attention of the Government to this point.

The President—I move that this recommendation be forwarded to the Government for its favourable consideration.

Mr. Fung Wa Chun—These people have no business in the market. There is no reason why they should not be turned out.

The motion was adopted.

PROPOSED NEW CHINESE THEATRE.

A plan of a proposed new Chinese theatre on Inland Lot No. 1,247 was sent in by Mr. E. M. Hazeland, architect, for consideration of the Board. The building, Mr. Hazeland stated, would be a theatre and not as an ordinary domestic building, and it had practically open space all round it. It fronted on to Hollywood Road and was opposite the Chinese Recreation Ground which gave it an open space at the front of about 250 feet; on the east side was Po Yan Street, 25 ft. 8 in. wide; at its rear New Street, 25 ft. 6 in. wide, and on its west an open area.

The President notified the Secretary with reference to this plan:—"Please circulate, as they are in this case, in my opinion, very undesirable, situated as it would be close to the Tung Wah and near to the Government Civil Hospital. The noises from such a building would be very detrimental to the comfort and well-being of the patients. There are already two large Chinese theatres in this neighbourhood."

The Medical Officer of Health minutes:—"I do not consider this plan at all satisfactory. These Chinese theatres are always occupied by a considerable number of persons and no yard space whatever is provided. The 4 ft. lane (shown on the plan) obstructed by the stalls should be made an 8 ft. lane and unobstructed."

The Director of Public Works minutes:—"It would be well to ascertain how many people would occupy the premises and where they would be quartered. I do not see that the Board can deal with the application on the basis indicated in the President's minute."

The Captain Superintendent of Police minutes:—"I agree with the D.P.W. The Board is only concerned with the application so far as sanitation is concerned and cannot go into the question of proximity to hospitals or other general considerations."

Mr. E. Osborne minutes:—"This is an instance where the Board can do something towards preventing further overcrowding. It can refuse to approve the plans and make a strong recommendation to the Government to prohibit the theatre altogether. Whereas, if you have a theatre there will be overcrowding. The Board's efforts should be directed towards spreading the population, and this can to some extent be done by keeping theatres, opium dens and such like places far away from each other."

Mr. Lau Chupak minutes:—"There are at present one Chinese theatre near to the Tung Wah Hospital and another to the Government Civil Hospital than the proposed one. If the application be refused on the ground stated by the President's minute it may be just as well to close the other two. As regards the site, I should say, if better, it is not worse than the others. I think the Board might entertain the application if the owner undertakes to comply strictly with the requirements of sanitation."

The Medical Officer of Health further minutes:—"The architects state that it is impossible to state how many people will occupy the theatre. It will vary from time to time."

The President—The opinion of several of the members seems to be that this is not a question that ought to be referred to in the way I have referred to it in that it is not a matter that deals with public health, but still I think anything that is submitted comes within the province of the Sanitary Board to consider and that anything detrimental to the public health, even though one hospital is concerned, is a thing that ought to be considered a nuisance. And this would be a nuisance not only to the inmates of the hospital, but also to the European residents on the upper levels in that neighbourhood—Upper Richmond Road and Robinson Road—who have complained to me frequently about the noise from the two theatres disturbing their rest at night; and I know from personal experience that it is considerable.

Hon. Dr. Clark—There are two matters in connection with this which the Board might consider. First of all, the plan, sent in by the architect does not conform with the provisions

of the Public Health Ordinance, and so far should. I think, be refused unconditionally. He proposes in building this theatre to provide a 4 ft. lane which he is filling with stalls. The law requires an 8 ft. lane without obstruction; and I see no reason why this building should be allowed to deviate from the Ordinance. I quite agree with you, sir, that the theatre is a nuisance, and it certainly comes within the province of the Sanitary Board to make recommendations to the Government, although it is quite true we have no power to prevent the erection of the theatre provided it complies with the Ordinance. However, I think we would be justified in this case in forwarding a recommendation to the Government, that if they have the power they should prohibit the erection or refuse to license the theatre when it is erected. I beg to move both these resolutions: that the Board refuse to accept the plan as at present submitted, as it is not in accordance with the Public Health Ordinance, and forward a recommendation to the Government strongly recommending the Government to prohibit or to refuse to license this theatre when it is erected.

Mr. Osborne—I beg to second both these motions, sir. I quite agree and sympathize with you in your efforts to keep this theatre from being built. I do not think that in any part of the world—in London or anywhere else—would a Chinese theatre, with all its accompanying noises and nuisances, be permitted within the vicinity of a great hospital. And as you, sir, rightly say, the inmates of an hospital are as much entitled to have their health considered as those persons living out of the hospital. But apart from that, you see I have minute d that the Sanitary Board should recommend the Government to refuse to license this theatre supply on the grounds of its causing further overcrowding. I know it is a statement that is just the reverse—that, if the theatre is not there, there will be Chinese houses crowded with people. That is quite true, but the mere fact of the proximity of a theatre brings in its train a number of other trades, and the surrounding district will be more sellers of all kinds of wares, lodgings, and every description of Chinese life will be scattered round that theatre as they are round theatres in other parts of the world. Therefore, I say you will have a greater overcrowding in the neighbourhood than if that theatre did not exist. We have no power to stop the erection of this theatre; we can only recommend the Government to do so. And I say again that we ought to do all in our power to stop the Chinese from spreading out by promoting such places as theatres, opium dens, and such like. If they want their opium dens, let them put it somewhere else and the people will follow them. By that means we can do a little towards stopping this overcrowding.

Mr. Lau Chupak—Sir, I do not quite agree with Mr. Osborne. As far as I know, there are no opium dens or restaurants near the present theatre. No doubt the site is situated in one of the most insanitary and overcrowded localities, but I think it is more desirable to have an up-to-date building erected there, that the present insanitary tenement houses there. So long, in my opinion, as the good derived from such a change will fully compensate for the additional noise, there should be no objection on the part of the Sanitary Board.

The President—You do not propose an amendment.

Mr. Lau Chupak—I beg to move that the plan be passed with such alterations as the Board may require.

Hon. W. Chatham—I consider, sir, that there is no objection to this Board making a recommendation to the Government with regard to the proximity to the Hospital of this proposed theatre, but in reality I consider that it is rather outside the province of the Board. I think it rests more with you, sir, in our capacity of Principal Civil Medical Officer, to stop the Government from doing this. Still I have no objection to this being done. For the other matter, I generally agree that the building should be made to conform with the sanitary requirements of the Colony with regard to open spaces.

On the two motions proposed by Dr. Clark being put to the meeting, all (with the exception of Mr. Lau Chupak, who declined to vote) supported the first; the second was carried by votes 3 to 1, the minority being Messrs. C. McF. Messer, Fung Wa Chun, and Lau Chupak.

ANALYSIS OF WELL WATER.

Mr. F. Browne, Government Analyst, reported that he had, by instruction, analysed a sample of water procured from a well at the rear of the Tung Wah Samshui-distillery, Tung Lo Wan, and was of opinion, from the results obtained, that the water was fit for potable purposes.

THE SOKOMPOO MARKET.

Correspondence was laid on the table with reference to certain alterations recommended by a committee of the Sokompo Market, which have received the approval of the Government. The recommendations were that (1) a large entrance from "Jardin's" Bazaar be made on either side of the central column, (2) the dwarf wall be removed, and (3) the stalls arranged in the central part of the vacant space as in the plan.

The attention of the readers of this paper who are in want of a Typewriting Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

It is especially built so that it will stand hard usage in this trying climate, and with a little attention will not rust nor deteriorate. It does excellent work, especially manifolding and is always ready for use.

The SMITH PREMIER has an automatic type-cleaning device, whereby all the type is easily cleaned in one minute's time. No other machine has this equipment. It also possesses all the latest improvements that all other writing machines have, besides many others, which will be explained at the agent's office.

The SMITH PREMIER is used by all the Government Officials and Consulates throughout the world, also by most of the leading business houses, one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are Messrs. W. M. MEXEMINK & CO., of our place.

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PROMPT RETURN.

H. ongkong, 2nd September, 1902.

THE DELAYED "KOREA."

The following parody appears in the Japan Gazette, explaining the feelings of a well-known character of Yokohama on the delay of the s.s. Korea:

And still he yearned towards the Lightship dreary.

"She cometh not!" he said;

"How can I face the fire of questions weary—

—I would that I were dead!

"The newest, fastest, biggest of the liners—

How is her mission sped?

Her time might well have started all repiners—

—She cometh not!" he said.

"My souvenirs, my 'fizz,' my brass band tony—

—All desolately spread!

I'd barter all my jewels to be Marconi—

—She cometh not!" he said.

"In vain within mine Inn I exchange my table,

In vain shun No. 4,

In vain I shake my head all I am able—

—They pester me the more!

"How can I tell? How do I know her

—senseless?

One thing I hold," he said:

"My pride, my pet—my latest pet—is faith—

—less—I think I'll go to bed!"

TIME BALL.

Yokohama, September 18 (noon), 1902.

"YEBISU."

THE FAMOUS

JAPANESE BEER

OF

TOKYO.

PLEASANT.

LIGHT.

PALATABLE.

PER CASE OF 8 DOZEN PINTS ...\$15

"YEBISU" BLACK BEER.

PER CASE OF 8 DOZEN PINTS ...\$16

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12, QUEEN'S ROAD.

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CONENTS.

The Code contains 300 pages of 75,000 ciphers: 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

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ANNKIND, MATTHEWSON & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4, St. John Street, New York;

20, Bucklebury, London, E.C.

Hongkong, 20th November, 1901.

[29]

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Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Library.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

POST TYPEWRITER (No. 1) in Good Order and Condition. Price moderate. On View at DAILY PRESS OFFICE. Hongkong, 3rd October, 1902. [2538]

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED. I HAVE this day RESUMED CHARGE of the above Company. W. H. RAY, Secretary. Hongkong, 2nd October, 1902. [2639]

WANTED.

BARMAN wanted for a local Hotel. Apply, by letter only, to "Q." Care of Daily Press Office. Hongkong, 3rd October, 1902. [2636]

TO LET.

"RAVENSHILL WEST," LOWER RICHMOND ROAD. "ERNSFORD," UPPER RICHMOND ROAD. Apply to—DEACON & HASTINGS, 10, Queen's Road. Hongkong, 3rd October, 1902. [2644]

TO LET (TENANT LEAVING COLOM).

STEWART TERRACE, THE PEAK. Furnished or Furniture on Valuation. Apply to—MAJOR WYNNE. Hongkong, 3rd October, 1902. [2637]

AN

ORGAN RECITAL

WILL BE GIVEN IN THE

UNION CHURCH.

BY

Mr. GEORGE GRIMBLE.

ON

MONDAY NEXT, 6th OCTOBER,

AT 5.30 P.M.

VOCALISTS—Mrs. MUDIE and Miss RAMSAY.

A Collection will be taken in aid of the Organ Fund. Hongkong, 3rd October, 1902. [2643]

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 4th OCTOBER, at 2.30 P.M., at their SALES ROOMS, 20, Des Vaux Road, A LARGE CONSIGNMENT OF JAPANESE CURIOS.

Comprising:—SATSUMA and CHOSONNE VASES and KOBOS, CHERRY LAQUERED DESKS and STANDS, OLD IVORY CARVINGS, OLD JAPANESE PLATES and BOWLS, BRONZES, PICTURES, JAPANESE POSTAGE STAMPS, SILK HANDKERCHIEFS, SHAWLS and SCREENS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 3rd October, 1902. [2640]

PUBLIC AUCTION.

M. R. H. N. MODY has received instructions to Sell by Public Auction, in One Lot, on

TUESDAY,

the 14th OCTOBER, on the PREMISES, at 3 o'clock P.M., A VALUABLE LEASEHOLD PROPERTY Situated between Des Vaux Road Central and Queen's Road

The Property consists of SECTION A AND THE REMAINING PORTION OF MARINE LOT No. 2 and MARINE LOT No. 2A. The property is held for the residue of a term of 981 years, from the 25th June, 1861, at the annual Crown Rent for both Lots of \$310.84, and consists of the following premises:—

MARINE LOT No. 2A.—No. 6, Des Vaux Road Central. Ground Floor let on a tenancy expiring on the 25th February, 1907, at the yearly rent of \$3,900 plus taxes. Tenant doing internal repairs.

First Floor and Godown at rear. In the occupation of Messrs. D. Saeoon and Company, Limited. Monthly rent not yet fixed (about \$450 to \$500).

Second Floor: Partly let on a tenancy expiring on the 31st August, 1903, at the yearly rent of \$1,440 plus taxes, and partly let on a tenancy also expiring on the 31st August, 1903, at the yearly rent of \$980 plus taxes. Tenants doing internal repairs.

Various Offices over the Godown at the rear let on monthly tenancies bringing in a yearly rental of \$1,800.

MARINE LOT No. 2 SECTION A.—No. 11, Queen's Road Central. Let on lease expiring on the 31st December, 1911, at the yearly rent of \$9,000 plus taxes. Tenant doing internal repairs.

THE REMAINING PORTION OF MARINE LOT No. 2.—This Remaining Portion consists of a strip of ground between the two Lots part of which is let on a monthly tenancy at \$20 a month, and of an other strip between Section A and Section B of Marine Lot No. 2 which is subject to a right of way.

The Property will be sold according to a Plan which can be seen at the Office of the undersigned.

Particulars and Conditions of Sale may be obtained from Messrs. DEACON & HASTINGS, 10, Queen's Road, Vendors' Solicitors. Hongkong, 3rd October, 1902. [2635]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship.

"HAITAN." Captain Roach, will be despatched for the above ports on SUNDAY, the 5th inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers. Hongkong, 3rd October, 1902. [2641]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP LONDON PORT SAID SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 2nd inst. Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

L. A. HEWITT, Superintendent. Hongkong, 2nd October, 1902. [1]

"BARBER" LINE OF STEAMERS.

"S.S. BORDER KNIGHT,"

FROM NEW YORK, STRAITS AND MANILA.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 10th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LD., Agents. Hongkong, 2nd October, 1902. [2641]

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of

the MEMBERS will be held TO-DAY, at 12 o'clock noon, at the CHAMBER ROOM, CITY HALL, to Nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. B. Shawan, whose term of Office expired on the 24th ult.

By Order, A. R. LOWE, Secretary. Hongkong, 3rd October, 1902. [2642]

POLO NOTICE.

THE ROYAL ARTILLERY POLO

TROPHY will be played for TO-DAY (FRIDAY), the 3rd inst.—Play will commence at 4.45 P.M.

FINAL—FRIDAY:

CIVILIAN TEAM 3. WINNERS OF 1ST TIE. H. O. S. CADOGAN, Capt.

Hon. Secretary, Hongkong Polo Club. Hongkong, 30th September, 1902. [2199]

HONGKONG GUN CLUB.

THE CHAMPIONSHIP COMPETITION

has been postponed till MONDAY, TUESDAY, and WEDNESDAY, the 6th, 7th and 8th OCTOBER.

The LADIES' NOMINATION COMPETITION will be held on the WEDNESDAY.

A. TURNER, Hon. Secretary. Hongkong, 1st October, 1902. [2614]

PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an

Examination of Candidates, as provided for by Art. IV. of the General Regulations for the Pilotage Service in China will be held in this Office, on MONDAY, the 13th OCTOBER, 1902.

EDWARD STEVENS, Harbour Master. Amoy, 29th September, 1902. [2630]

TEAKWOOD STEAMER FOR SALE.

112 feet by 18 feet 6 inches by 7 feet 6 inches.

Speed, 12 miles. Draft, 5 feet 6 inches mean.

Cargo Capacity, 100 tons.

ENGINES: U.S.C. 13 inches and 2 inches by 16 inches stroke.

BOILER: 10 feet long by 9 feet diam. 120 lbs. Pressure.

Accommodation for Passengers and Crew. Complete Deck and Engine-room. Outfit. Built in 1899.

Photo and Specification to be obtained from—W. S. BAILEY & CO., Agents. Hongkong, 2nd October, 1902. [2625]

H. F. CARMICHAEL.

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG. A. I. Code. 1887.

Lieber's Standard Code. TELEPHONE, 233. Hongkong, 21st June 1901. [1217]

QUAN WAH & CO.

GRANITE MONUMENT CONTRACTORS.

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1900. [1855]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 9th OCTOBER, 1902, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1901, and for the Half-year ending 30th June, 1902, and of declaring dividends, &c.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 20th September, 1902. [2513]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on SATURDAY, the 11th day of OCTOBER, 1902, at 12 Noon, to consider and if thought fit to pass the Special Resolutions including those for the voluntary winding up of the Company and the appointment of Liquidators, necessary for the purpose of carrying out, pursuant to and in accordance with the provisions of Section 149 of the Companies Ordinance No. 1, of 1865, a provisional agreement entered into between the CHINA-BORNEO COMPANY, LIMITED, and THE BORNEO HARDWOOD COMPANY, LIMITED, of their several undertakings to and the amalgamation of such two Companies in a new Company, to be formed for such purpose.

Particulars concerning the proposed Agreement can be obtained on enquiry at the Registered Offices of the Company, No. 4, Queen's Buildings. Dated this 28th day of September, 1902, By Order of the Consulting Committee, WILLIAM D. JUPP, Acting Manager. [2577]

WILLIAM POWELL, LIMITED.

THE FIRST ORDINARY YEARLY

MEETING of SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 29, Queen's Road Central (Opposite Hongkong Hotel), on MONDAY, 13th OCTOBER, 1902, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st June, 1902, electing Directors, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 13th October, both days inclusive.

By Order of the Board of Directors, R. G. HECKFORD, Manager. Hongkong, 30th September, 1902. [2588]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Underigned at 12 o'clock Noon, on THURSDAY, the 23rd October.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited. Hongkong, 24th September, 1902. [2561]

ST. ANDREW'S BELL.

FRIDAY, 28th NOVEMBER, 1902.

INTENDING SUBSCRIBERS to above

are requested to forward their names to the undersigned at their earliest convenience. All Seamen belonging to the Civil Community, Navy or Army may Subscribe.

DAVID WOOD, Hon. Secretary, St. Andrew's Society. Hongkong, 1st October, 1902. [2807]

THE CHINA ASSOCIATION.

HONGKONG BRANCH.

NOTICE.

A GENERAL MEETING of MEMBERS will be held at the ROOMS of the HONGKONG CHAMBER OF COMMERCE on MONDAY, the 6th OCTOBER, at 4.30 P.M. C. EMBERTON, Secretary. Hongkong, 1st October, 1902. [2618]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

ANY OUTSTANDING ACCOUNTS

against the above Company must be sent in to the undersigned on or before the 5th OCTOBER, 1902, after which, no Claims can be recognised.

BUTTERFIELD & SWIRE. Hongkong, 23rd September, 1902. [2554]

GRACA & CO., Importers and Exporters

of Foreign and Colonial POSTAGE STAMPS, 55, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel a large variety of nice Electrical Post Card Albums, Photocolor Post Cards—Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 3rd class reference.

STEAMSHIP "SUAL" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all

Claims for Damage to Cargo, and for Cargo Short Received, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Ltd.), Shanghai, on or before 23rd OCTOBER next, after which date no Claims will be recognised.

GEORGE MCBAIN. Hongkong, 18th September, 1902. [2593]

TO LET

TO LET.

A GODOWN, very suitable for dry Storage; Ground Floor space 3,000 square feet.

For Particulars, apply to—W. LYSAGHT, 151, Wanchai. Hongkong, 12th September, 1902. [2444]

TO LET.

NO. 11, MACDONNELL ROAD. THE RETREAT, MOUNT KELLET. HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

NO. 2, RIPON TERRACE. GODOWNS at BOWINGTON (PRATA EAST).

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 23rd September, 1902. [71]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—SPANISH PROCURATION. Hongkong, 1st April, 1902. [197]

TO LET.

29, MOSQUE STREET, GROUND FLOOR.

Apply to—Linstead & Davis. Hongkong, 10th September, 1902. [2423]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—G. GIRAULT. Hongkong, 3rd January, 1902.

TO LET.

HOUSE No. 13, GAGE STREET. Eight Rooms.

Apply to—E. A. DE CARVALHO, C. F. DE CARVALHO. Hongkong, 2nd May, 1902. [1277]

TO LET—UNFURNISHED.

NO. 14, SEYMOUR TERRACE, from 1st November next.

For Particulars, apply to—LEUNG YAN PO, Comptroller, Care of Gibb, Livingston & Co. Hongkong, 2nd October, 1902. [2626]

TO LET.

FURNISHED HOUSE at PEAK, with Immediate Possession.

Also Unfurnished: Nos. 5, 18, 19, 20, and 27, BELLIOS TERRACE.

For terms, apply to—TURNER & CO. Hongkong, 2nd October, 1902. [2623]

TO LET.

SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—SIU CHEUNG, 81, Bonham Strand East. Hongkong, 13th September, 1902. [2449]

TO BE LET.

"BISNEE VILLA," FOKFULUM, Immediate Possession.

Apply to—Linstead & Davis. Hongkong, 24th March, 1902. [89]

TO LET.

GODOWNS at WANCHAI with PIER suitable for storage of Coal or any other Merchandise.

Apply to—HASON LEE, No. 255, Queen's Road. Hongkong, 26th September, 1902. [2567]

TO BE LET.

GODOWN No. 1 (GROUND and TOP FLOORS), Praya East. Storing capacity about 3,500 tons.

Apply to—MOK MAN CHEUNG, Comptroller Dept., BUTTERFIELD & SWIRE. Hongkong, 2nd August, 1902. [2080]

TO LET.

NO. 33, LEIGHTON HILL ROAD. Double-frontage House.

Apply to—AHMET RUMJAHN, 10, D'Almeida Street. Hongkong, 27th September, 1902. [2576]

"TANG YUEN,"

MACDONNELL ROAD, BOARD AND RESIDENCE.

Apply to—A. RY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbor. Apply at the House or at FAIRALL & CO., Queen's Road. [1889]

BOARD AND RESIDENCE.

MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD. Hongkong, 30th September, 1902. [2515]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

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Office: "BANKA", WAT BANG KHUANG,
BANGKOK, SIAM. [2470]

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Note Address:—No. 2, ICH HONG ROAD,

Hongkong, 18th January, 1898.

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Hongkong, 3rd June, 1902.

SUN INSURANCE OFFICE, LONDON

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Hongkong, 16th May, 1892.

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TOTAL FUNDS at 31st DECEMBER, 1901,

£15,722,638.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

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Hongkong, 1st July, 1902. [1796]

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COMPANY.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

HCTZ, JACOB & CO. Agents.

Hongkong, 2nd April, 1900. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

"L'URHAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1838.)

The Undersigned, having been appointed

GENERAL AGENTS for the above

Company, are prepared to ACCEPT RISKS

at current rates.

P. LEMAIRE & CO. Agents.

Hongkong, 7th February, 1901. [473]

GENERAL MARINE INSURANCE

COMPANY, LIMITED,

OF DRESDEN.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

HOTZ, JACOB & CO. Agents.

Hongkong, 1st September, 1902. [2927]

TRANSATLANTIC FIRE INSURANCE

COMPANY OF HAMBURG.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SIEMSEN & CO. Agents.

Hongkong, 16th November, 1892. [25]

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

The Undersigned AGENTS of the above

Company are prepared to ACCEPT First

Class, Foreign and Chinese Risks at Current

Rates.

SIEMSEN & CO. Agents.

Hongkong, 29th May 1895. [27]

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed

SCIENTIFIC MISCELLANY.

UNCLE SAM'S NEW PERFUME—THE OXY-

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TRICITY IN VINE-GROWING—IMPROVE THE

DOGS—LIQUID AIR BLASTING—NOVEL

CANAL ENGINEERING—BLAIN WEIGHTS—

THE MOON'S PULL AND VOLCANOES.

Attar of ylang-ylang, which rivals the attar

of roses as an exquisite perfume and sells at \$40

to \$50 or more a pound, is the product of an

Asiatic tree that reaches its highest develop-

ment in the Philippine Islands. The tree

grows to a height of 60 feet, whose three years

old begins bearing long greenish-yellow flowers,

and at the age of eight may produce yearly

100 pounds of these flowers, blossoming every

month. The attar is obtained by simple dis-

tillation of the choicest petals with water, no

chemicals being used. Besides its value as a

perfume for hair and toilet-waters, the product

is prized among the natives as a medicine, being

credited with curing toothache and numerous

other pains.

The improved blowpipe of M. Pouche uses

only pure oxygen and acetylene, in the propor-

tions of 18 volumes of the former to 1 volume

of the latter, and it gives much higher tempera-

tures than was obtainable with a mixture of

ether and acetylene that could be burned at

lower pressure. The pressure used is equivalent

to that of about 13 feet of water, and back-

driving is prevented by the speed of 3.0 to 4.50

feet a second at which the gases issue from the

jet. In the hot greenish cone at the centre of

the flame, iron and steel are easily welded, and

silica, lime, alumina and magnesia readily fused.

For a luminous flame the oxygen is reduced.

In electric grape culture, M. J. Fuchs, of

Elba, places in a field of 2½ acres five

masts, each having a special accumulator for

collecting atmospheric electricity. The accumu-

lators are connected by wires with each other

and with a wire network a foot and a half under-

ground, and a short wire runs from the net

to each plant. Not only are the grapes im-

proved in yield and quality, but they are free

from phylloxera.

A new French life-preserver is a belt filled

with calcium carbide. It is quickly inflated

by acetylene on being wetted.

Some multi-millionaire may put a little

surplus capital to worse use than by providing

an institution for evolving, by selection and

training, an intellectual race of dogs. Lord

Aubrey has shown the possibility of teaching

dogs to read to a certain extent. He has taught

Vas, his black pointer, to express its wants by

choosing cards printed "Food," "Cut," "Tea,"

"Bone," and "Water" from cards bearing other

words, and has taken pains to ensure that the

cards shall not be selected by position or by any

peculiar scent. The first step in education

consisted in teaching the difference between a

card printed "Food" and one left blank, and

after about ten days the correct card was in-

variably chosen. It was more difficult to make

the animal distinguish between words. Several

words were recognised at last, however, and if

Van was asked to go to walk he joyfully brought

the "Out" card.

Most blasting experiments with liquid air

have proven failures, but the results seem to

have been better in recent bridge-building

work at Munich. Paper cartridges were filled

with a spongy absorbent and provided with a

detonator. When ready for the blast, the

liquid air was brought to the spot in a vacuum-

jacketed vessel, and the cartridges were plunged

into it until the absorption was thought to be

sufficient. The cartridges were then quickly

placed, and fired by electricity or other means.

The effects seemed to equal those of dynamite,

and cartridges failing to explode became harm-

less in 15 minutes from evaporation of the air.

Gambetta's, scarcely 2.6 pounds, was one of the

lightest.

Evidence that the moon's attraction has an

influence upon volcanic eruptions and earth-

quakes has been found by Rev. T. E. Esplin. A

period of between eight and nine years is traced

in the records of these phenomena, and this

agrees with the period of revolution of the

moon's perigee. Further investigation indi-

cates that the greatest volcanic activity takes

place when the perigee occurs at its maximum

northern declination.

Adding fine sulphur to the dissolved material,

then heating, preferably with pressure, is found

by Isidor Kitzes to more than double the resis-

tance of cellulose as an insulator for electric

wires. Flexibility varies with the percentage

of sulphur, and resistance to acids and moisture

is increased.

"AS HAPPY AS A KING."

This old saying, like a good many others, is

founded upon ignorance, and therefore com-

pletely misleading. As a matter of fact, kings

have rather less of happiness than falls to the

share of most private men. Take at random

from history the lives of any fifty kings you

will and compare them with the lives of any

fifty private men, taken at random, and

I'll wager you will find sixpence you'll find the

balance of happiness inclines heavily to the

private men. To be heralded by drum and

trumpet wherever you go, to be spoken of either

in terms of the extremest adulation or of vulgar

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are in Section 1, nearest Hongkong in Section 2, midway between Hongkong and Kowloon in Section 3, and those vessels berthed at the Kowloon Wharf in Section 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	VALETTA	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON	NESBORN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON, via SUEZ CANAL	GLENGARRY	Brit. str.	—	—	McGREGOR BROS. & GOW	On 15th inst.
LONDON	GLENGARR	Brit. str.	—	J. McGillivray	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	ACHILLE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	MORLAIS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AWAKEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LIVERPOOL DIRECT	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th November.
MARSHALLS, LONDON, & ANTWERP, S'PORE, &c.	AWA MARU	Jap. str.	—	N. Treadwell	NIIPPON YUSEN KAISHA	On 16th inst. at 1 p.m.
MARSHALLS, LONDON, & ANTWERP, S'PORE, &c.	OKANIAN	Fran. str.	—	Rémes	MESSAGERIES MARITIMES	On 18th inst. at Daylight.
GENOA & LONDON	KAMAKURA MARU	Jap. str.	—	H. Petersen	NIIPPON YUSEN KAISHA	On 18th inst. at Daylight.
BREMEN, via Ports of Call	BENLARI	Ger. str.	2 m.	K. Pohn	GIBB, LIVINGSTON & CO.	On or about 20th inst.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 7th inst. at Noon.
HAVRE & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 24th November.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Neidermeyer	HAMBURG-AMERIKA LINIE	On 31st December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Borck	HAMBURG-AMERIKA LINIE	On 17th December.
TRIESTE, &c. via SINGAPORE, &c.	ALBESIA	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 31st December.
TRIESTE, &c. via SINGAPORE, &c.	TRIESTE	Aus. str.	—	Meozzi	SANDER, WILDER & CO.	On 21st inst. p.m.
NEW YORK, via SUEZ CANAL	KIAS GORTSCHAKOW	Rus. str.	—	—	BRADLEY & CO.	On or about 15th inst.
NEW YORK, via SUEZ CANAL	HELIOTER	Brit. str.	—	Rafferty	McGREGOR BROS. & GOW	On 8th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	H. Mowatt	CANADIAN PACIFIC R. CO.	On 22nd inst. at Noon.
VICTORIA (B.C.) & TACOMA, via JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	SHINANO MARU	Jap. str.	2 m.	W. H. Smith	NIIPPON YUSEN KAISHA	On 6th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	TOKA MARU	Jap. str.	—	M. J. Currow	NIIPPON YUSEN KAISHA	On 20th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	YANGTSE	Brit. str.	—	H. Christiansen	BUTTERFIELD & SWIRE	On 31st inst.
PORTLAND, OREGON	INUBAVELLI	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 24th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIIPPON YUSEN KAISHA	On 24th inst.
AUSTRALIAN PORTS	TAIWAN	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
MOI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	M. Yagi	NIIPPON YUSEN KAISHA	On 7th inst. at Noon.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIIPPON YUSEN KAISHA	On 10th inst. at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIIPPON YUSEN KAISHA	On 24th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	NIIPPON YUSEN KAISHA	On 24th inst. at Noon.
TIENTSIN	KWEIYANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 11th inst.
SHANGHAI	WOOSUNG	Brit. str.	—	E. Burmeister	HAMBURG-AMERIKA LINIE	On 10th inst. at Daylight.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA	HAMBURG	Ger. str.	—	Dupuy Fromy	MESSAGERIES MARITIMES	On or about 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Fran. str.	—	—	—	On or about 11th inst.
SHANGHAI	CHUAN	Brit. str.	—	G. L. Daniel	P. & O. S. N. Co.	On 5th inst.
TAMSU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. Kikuo	OSAKA SHOKEN KAISHA	On 15th inst.
AMOY, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOKEN KAISHA	On 15th inst.
FOOCHOW, SHANGHAI, MOI, KOBE & YOKOHAMA	JAVA	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	On 8th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOKEN KAISHA	On 8th inst.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Rosch	DOUGLAS LARPAK & CO.	On 6th inst. at Daylight.
MANILA	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 6th inst. at 4 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tato	MITSUI BUSSAN KAISHA	On 6th inst. at 4 p.m.
MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
MANILA	LOONGSANG	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	On 7th inst. at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	2 m.	Geo. Payne	JARDINE, MATHESON & CO.	On 7th inst. at 3 p.m.
SINGAPORE, COLOMBO & BOMBAY	HEROSHIMA MARU	Jap. str.	—	T. Mural	NIIPPON YUSEN KAISHA	On 10th inst. at Noon.
SINGAPORE & BOMBAY	IDZUMI MARU	Jap. str.	—	F. W. Horton	NIIPPON YUSEN KAISHA	On 17th inst. at Noon.

SHIPPING.

ARRIVALS.
Oct. 1, BORO, Norwegian str., 733, Pattison, Bangkok 19th September, Rice—OHREN.
Oct. 1, KONG BING, German str., 862, K. V. Parpart, Bangkok 25th Sept., Rice—BUTTERFIELD & SWIRE.
Oct. 2, AMARA, British str., 1,366, Matlock, Hongy 29th September, Coal—JARDINE, MATHESON & CO.
Oct. 2, AWA MARU, Japanese str., 3,912, N. Treadwell, changed 25th Sept., General—NIIPPON YUSEN KAISHA.
Oct. 2, BORDEN KNIGHT, British str., 3,729, Splatt, Manila 29th September, General—DODWELL & CO., LD.
Oct. 2, HAILAN, French str., 377, Anderson, Pakhoi and Hoihow 1st Oct., General—A. R. MARTY.
Oct. 2, HONG BEZ, British str., 2,056, H. Peters, Penang via Singapore 23rd September, General—JARDINE.
Oct. 2, HUKAN, British str., 1,148, Frazier, Wuhu 27th Sept., Rice—BUTTERFIELD & SWIRE.
Oct. 2, JAVA, British str., 2,331, G. W. Gordon, R.N.R., London 22nd August, General—P. & O. S. N. Co.
Oct. 2, MADEIRA RICKMERS, Ger. str., 1,020, Saigon 27th September, Rice—ARNHOLD, KARBBERG & CO.
Oct. 2, ROSETTA MARU, Japanese str., 2,406, Tokyo, Manila 30th Sept., General—M. B. KAISHA.
Oct. 2, SHIHAN, British str., 845, A. Jones, Saigon 28th Sept., Rice—BRADLEY & CO.
Oct. 2, TAIYU, German str., 1,065, A. Monzell, Manila 29th Sept., Ballast—CHINESE.
Oct. 2, THALES, British str., 220, A. I. Robson, Swatow 1st October, General—DOUGLAS LARPAK & CO.
Oct. 2, TAKSANG, British str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
2nd October.
Benarty, British str., for Nagasaki.
Deuteros, German str., for Saigon.
Eastern, British str., for Sydney.
Edwin, French str., for Hoihow.
Flanagan, British str., for Canton.
Igennoon, German str., for Yokohama.
Madeleine Rikmers, German str., for Yokohama.
Refuse, British str., for Swatow.
Saxonia, German str., for Kutchinotzu.
Triumph, German str., for Hoihow.

VESSELS IN DOCK.

2nd October.
ABERDEEN DOCKS.—
WATSON DOCKS.—Salat, Pleguezuela.
Luce, Dugli Maru.
COSMOPOLITAN DOCK.—Rejouburi.

SHIPPING REPORTS.

The British steamer *Borden Knight*, from Manila 29th Sept., had fresh breeze from E.N.E.

The British steamer *Edwin*, from Sydney 28th Sept., had moderate to fresh N.E. winds and fine weather.

The British steamer *Thales*, from Swatow 1st Oct., had moderate N.E. monsoon and sea, and fine weather throughout.

The British steamer *Hukan*, from Wuhu 27th Sept., had fresh southerly winds and moderate N.E. winds. On 28th Sept. passed Whampoa, from Hongkong for Shanghai, and on 29th Sept. passed Yochow, from Swatow for Shanghai.

VESSELS ON THE FERTH.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

Captain R. W. Almond, will be despatched for the above port TO-MORROW, the 4th October, at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th September, 1902. [2591]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Dupuy Fromy, will be despatched for the above ports on or about SATURDAY, the 4th October.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 28th September, 1902. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."

Captain Geo. Payne, will be despatched as above on TUESDAY, the 7th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st October, 1902. [2620]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on TUESDAY, the 7th inst., at 4 P.M.

This steamer has superior accommodation, for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd October, 1902. [2624]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE, Captain E. Burmeister, due here with the outward German Mail about the 2nd October, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 29th September, 1902. [5]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to

McGREGOR BROS. & GOW.

Hongkong, 23rd September, 1902. [2532]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN".....Comdr. H. Mowatt.....WEDNESDAY, 9th Oct.

R.M.S. "EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd Oct.

R.M.S. "EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 19th Nov.

R.M.S. "TARTAR".....Comdr. E. Beetham, R.N.R.....WEDNESDAY, 3rd Dec.

R.M.S. "EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pender's Street.

6.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Dates.
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VICTORIA	J. Pantou	3,502	October 18th
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OLYMPIA	J. Trunbridge	2,837	October 24th
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PLEIADES	W. H. Smith	3,753	October 29th
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SHAWMUT	—	9,608	November 7th
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Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 3rd October, 1902. [7]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

AWA MARU N. Treut	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 4th Oct. at DAYLIGHT.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE via THURSDAY ISLAND TOWNS, WILKE and BRISBANE	SATURDAY, 4th Oct. at NOON.
SHINANO MARU M. J. Curdow	VICTORIA, B.C. and SEATTLE U.S.A., via SHANGHAI, MOI, KOBE & YOKOHAMA	MONDAY, 6th Oct. at 4 P.M.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 7th Oct. at NOON.
WAKASA MARU J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 10th Oct. at DAYLIGHT.
HIROSHIMA MARU T. Marel	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 10th Oct. at NOON.
IDZUMI MARU P. W. Horton	SINGAPORE and BOMBAY	FRIDAY, 17th Oct. at NOON.
KAMAKURA MARU H. Petersen	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 18th Oct. at DAYLIGHT.
TOKA MARU H. Christensen	VICTORIA, B.C. and SEATTLE U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 20th Oct. at 4 P.M.
KANAGAWA MARU J. MacKenzie	KOBE and YOKOHAMA	FRIDAY, 24th Oct. at DAYLIGHT.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th Oct. at NOON.

OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		DUE	
FROM	STEAMERS	On	At
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th October.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 18th October.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.	
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.	
GLASGOW and LIVERPOOL	"TANTALUS"	On 8th November.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th November.	

HOMEWARDS.		TO SAIL	
FROM	STEAMERS	On	At
LONDON	"NESTOR"	On 14th October.	
LIVERPOOL DIRECT	"MACHAON"	On 15th October.	
(Taking Cargo at London Rates)	"ACHILLES"	On 28th October.	
LONDON	"MENELAUS"	On 11th November.	
LIVERPOOL DIRECT	"DEUCALION"	On 20th November.	
(Taking Cargo at London Rates)	"AGAMEMNON"	On 25th November.	

The S.S. "AGAMEMNON" left Singapore yesterday morning, and is expected here on the 4th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. 11

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		DUE	
FROM	STEAMERS	On	At
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th October.	
GLASGOW and LIVERPOOL	"TENKAL"	On 19th November.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.	
GLASGOW and LIVERPOOL	"OOPACK"	On 10th December.	

FOR
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS VIA
NAGASAKI, KOBE & YOKOHAMA

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. 2402

CHINA NAVIGATION CO., LIMITED.

OUTWARDS.		DUE	
FROM	STEAMERS	On	At
Kobe	"TAIYUAN"	On 3rd October.	
Shanghai	"WOOSUNG"	On 4th October.	
Manila	"SUNGKIANG"	On 7th October.	
Tientsin	"KWEIYANG"	On 11th October.	
Thursday Island, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB.	"TAIYUAN"	On 24th October.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. 112

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		LEAVING	
FROM	STEAMERS	On	At
TAMSUI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 5th	
AND AMOY	"KITANO"	October, 12th	
TAMSUI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 12th	
AND AMOY	"T. OGATA"	October, 12th	
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 8th	
AND AMOY	"I. GOTO"	October, 15th	
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 15th	
AND AMOY	"T. SATTO"	October, 15th	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 2nd September, 1902. T. ARIMA, Manager. 115

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.		About	
STEAMERS	On	At	
"HILGREN"	19th	Oct.	
"RICMOND CASTLE"	20th	Oct.	
"LOTHIAN"	20th	Oct.	
"LOWTHER CASTLE"	30th	Oct.	
"BORDER KNIGHT"	15th	Nov.	
"ORONO"	To follow.		
"CROYDON"	To follow.		

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents. 711

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLE, MEDITERRANEAN,
AND BLACK SEA PORTS.

ON MONDAY the 6th October, 1902, at 1 P.M. the Company's Steamship "OCEANIAN" Captain Rimes, with Mail, Passengers, Special Cargo, will leave this Port for MARSEILLE, via COLOMBO, with the "Armand Belin" which vessel takes on the 18th October, direct to Suez, Port Said and Marseilles.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., and Passengers until 3 P.M. on the 5th October. (Passengers are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd September, 1902. 12



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons

Captain Tate, will be despatched for MANILA on MONDAY, the 6th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Prince's Buildings, Ice House Street.
Hongkong, 1st October, 1902. 116

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA"

Captain W. B. Palmer, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 11th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. LEWETT,
Superintendent.
Hongkong, 29th September, 1902. 11

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY"

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 26th September, 1902. 12563

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW"

3,287 Tons GRT Register, will be despatched for ODESSA via PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to
BRADLEY & CO.,
Agents.
Hongkong, 15th September, 1902. 2461

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLARIQ"

Captain Kroble, will be despatched as above on or about the 20th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st October, 1902. 2615

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portion of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 24th October.

"TSINAN" " 15th November.

"CHANGSHA" " 8th December.

"CHINGTU" " 29th December.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Preserved Fruits. Duly qualified European Surgeon carried.

For Freight and further particulars, apply to
BUTTERFIELD & SWIRE
AGENTS
CHINA NAVIGATION CO., LD.
Hongkong, 2nd October, 1902. 1891

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA"

Captain Jäger, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods, from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 1st inst.

Any Cargo impeding their discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 1st October, 1902. 3622

PHILIPPINE TRANSPORTATION AND CONSTRUCTION CO.

FROM NEW YORK.

THE Steamship

"CHARLES TIBERGHIEN"

having arrived from the above port, Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognised, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

ARNOLD KARBURG & CO.,
Agents.
Hongkong, 27th September, 1902. 2587

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 7th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st October, 1902. 2628

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. In both cases will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 1st inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 7th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st October, 1902. 2402

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY"

having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, wharves each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th October will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 23rd September, 1902. 25

HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Oct. 2.

Jardine, Matheson & Co.

Athenian, British str., 2,440, Mowatt, Sept. 28.

C. P. B. Co.

Awa Maru, Jap. str., 3,912, Trennt, Oct. 1.

Nippon Yusen Kaisha

Benarty, British str., 1,533, Sarchet, Oct. 1.

Borcher Knight, British str., 3,729, Splatt, Oct. 2.

2. Dotwell & Co., Limited

Borg, Norwegian str., 728, Mathisen, Oct. 1

Chinese

Chinkiang, British str., 1,240, Stringer, Sept. 29.

Butterfield & Swire

Daigi Maru, Jap. str., 846, Kitano, Oct. 1.

Ozaka Shosen Kaisha

Deuteros, German str., 1,001, Frahm, Sept. 16.

Siemens & Co.

Doris, Norwegian str., 865, Jacobsen, Sept. 30.

Eastern, British steamer, 3,500, Ellis, Sept. 28.

Gibb, Livingston & Co.

Elita Nossok, Ger. str., 1,181, Bruhn, Sept. 29.

East Asiatic Trading Co.

Empress of China, Brit. str., 3,063, Archibald, Sept. 30.

C. P. B. Co.

Gaelic, British steamer, 1,266, Finch, Oct. 1.

O. & S. N. Co.

Halla, French str., 377, Andersen, Oct. 2.

A. R. Marty

Hongbo, British str., 2,056, Peters, Oct. 2.

Chinese

Humay, British str., 1,142, Frazier, Oct. 2.

Butterfield & Swire

Java, British steamer, 2,638, Gordon, Oct. 2.

P. & O. S. N. Co.

Kansu, British str., 1,142, Baddley, Sept. 22.

Butterfield & Swire

Kong Hong, Ger. str., 862, Parpart, Oct. 1.

Butterfield & Swire

Kumano Maru, Jap. str., 3,146, Haswell, Oct. 1.

Nippon Yusen Kaisha

Kwanglo, Chinese str., 1,467, Lincoln, Sept. 26.

Chinese

Lyneham, German steamer, 1,238, Lehmann, Oct. 1.

Siemens & Co.

Mongkut, German str., 859, Gotsche, Sept. 28.

Malchers & Co.

Namsang, British str., 2,519, Payne, Sept. 26.

Jardine, Matheson & Co.

Piknam, German str., 1,250, Demes, Sept. 30.

Chinese

Peluso, British str., 170, Connell, Sept. 30.

Arnold, KARBURG & CO.

Phra O. Rao, German str., 1,012, Bruhn, Sept. 22.

Butterfield & Swire

Quang Nam, French str., 694, Martino, Oct. 1.

